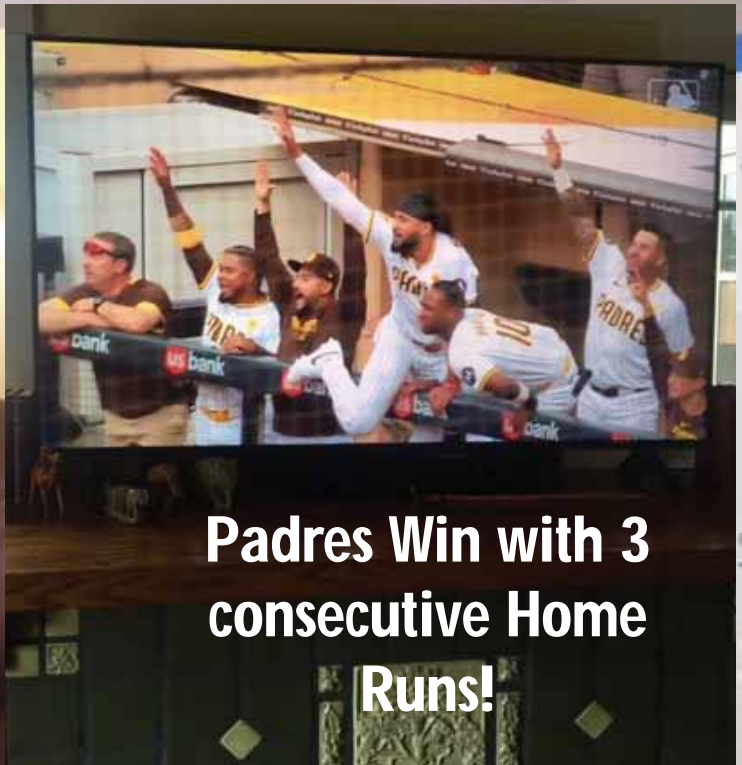


October

11/24



Favorite
Ford
except at
the Gas
Station



**Padres Win with 3
consecutive Home
Runs!**

BEST BIRTHDAY PRESENT !



PREZ SEZ Can you believe it is October already?

In September we had an attendance record setting breakfast. 29 Club members were in attendance! Everyone had a good time. Not everyone RSVP'd so there was some quick table shuffling to get the tables set for all that attended. Please RSVP if you plan to attend, but do plan to attend on October 9th!

The Club had the year's final El Cajon Cruise night in September. We had a record turnout! There were 3 Corvettes, 1 beautiful 56 pickup, 3 early Fords with one 1 flathead between them. Next year the Club will be signing up for one cruise instead of two, most likely earlier in the year.

Coming up quickly is the popular event "Wife Swap in Coronado"! It is a fun time where you get to drive around Coronado with someone else's spouse looking for places and things, like a treasure or scavenger hunt. Call Tim Shortt for more information.

Coming up in October is the tour of the Helicopter Museum, "Classic Rotors, the Rare and Vintage Rotorcraft Museum" located at 2690 Montecito Road, Ramona – Speak to Ray Brock for the details. It is a very cool place!

Help support the Automotive Museum's "Trunk or Treat" event on October 26th at 10 am. Bring your old jalopy down to the Museum at Balboa Park. They will provide candy or treats for kids that come to this annual event. The Museum allows us to hold our meetings in their building, it would be wise for us to support the event sponsored by Brandi Wilson, the Museums COO.

Remember to circle December 7 on your calendar for the Club's annual Christmas / Holiday / Officer Installation party. Plan on attending, it is our year's' biggest event!

Speaking of Officers, from our Club's bylaws: "The nominations of Board of Director members shall take place at the general membership meeting each year in October." The only requirement to be a member of the Board is that you be a member of the San Diego Regional Group in good standing, meaning you paid your dues, and that you are also a member of the National Early Ford V8 Club. There is no age limit or IQ test. It would be terrific if there were new faces on the board for 2025! Please consider volunteering. Simply email or call me if you would like to join the Board of Directors.

Here is the important message of the month. It used to be that there was 1% of the population of the United States that served in the military. Today there is approximately ½% of the population that serves in the military. Those in the military sacrifice their time away from their loved ones and friends, to protect the other 99½% of us. It is that time of year when we have an opportunity to, in a small way, recognize and honor those that served and have since passed. Please support **Wreaths Across America's** annual campaign to raise funds to be able to place a wreath on the grave of those that have served and have been laid to rest at Miramar National Cemetery. You can find the link on our Club's website where you can donate \$17 for a single wreath or more. You can also sign up to volunteer to place wreaths on December 14th at 09:00 am. The website is: wreathscrossamerica.org. Please donate!

Happy Halloween! You know the saying, "When the frost is on the pumpkin, that's the time for Old Ford drivin'".

That is it for me for this month. Now get out there and drive that old V-8! Hope to see you soon!— Joe V.

SDEFV8 CLUB—Page 2

President **Joe Valentino** 619-300 4281
 V.P. **Dennis Bailey**- 619-954-8646
 Secretary -**Brad Nelson** -571-357-8981
 Treasurer—**Ken Burke** 619-469-7350
 Directors— **Joe Valentino**- 619-275-1255
 V8 Historian- **Susan Valentino** 619-275- 1255
Mike Petermann -916-479-3665
Bill Dorr-619-884 4188
Dennis Bailey- 619-954-8646
Bob Hargrave- 619-283-4111
Ken Burke-619-469-7350
Ray Brock- 619-993-9190
Fan Editor Tim Shortt- 619-435 9013—619-851-8927
Rick Carlton-619-512-7058
Pres Pro Tem- John Davison-619-729-7252 -
Paul Alvarado-619-741-9458
 Other Chairperson-: 50/50
Name Tag Drawing Volunteer
Monthly- Car Club Council
Paula Pifer-619-461-5445 Membership Programs
 Volunteers- Tour Co-ordinator / Barbecue
 Meetings Monthly- Car Club Council
Paul Alvarado 619-846-7012
 Web Master- **Rick Carlton** 619-512-7058
 Ford Fan **Tim Shortt** 619-435-9013-Cell
 619-851-8927 tashortt@me.com
 Volunteers
 Sunshine **Judy Grobbel** 619-435-2932
 V8 e-blast- **Sandy Shortt** shortsandy@mac.com
 619-507-9205

The Ford FAN is published by the San Diego Regional Group of the Early Ford V8 Club of America. Materials submitted must be received by the 25th of the month to be considered for the following month's publication. Photos & article submissions are welcome, Please send materials to Ford Fan % Tim Shortt at 1211 5th st, Coronado, Ca 92118. The Ford Fan of the Early Ford V8 Club to use materials provided The Ford Fan is credited as the source. Send Change of address to Paula Pifer Membership Chair. 3558 Bentley Dr. Spring

October Anniversaries

10/12 John & Pat Hildebrand

October Birthdays

10/08 Susan Valentino

10/10 Cheryl Westra

10/18 Jay Harris

10/18 Ken Burke

10/19 Rick Carlton

10/21 Russ Ries

10/23 Phyllis Burke

October # Years in club

Jay Harris 52 yrs

Greg & Debbie Murrell 27 yrs

Les Hilgers 25 yrs



HAPPY V8 BREAKFAST



V8ers Eat Scrambled Eggs, Donuts, Pancaks, French Toast, Eggs Over Easy, and that strange delicious stuff called **AcaieBowl!**



Traveling Englishers, Jack and Camilla just married in Vegas, cruising cars with Ray, Judy & us at Donuts, last Saturday.



San Diego Early Ford VB Club General Meeting Minutes, September 19, 2024

President Joe Valentino delayed calling the meeting to order at 7:05 pm and led the club in the pledge of allegiance.

Presidents report: There was a moment of silence for club member Dick Martin who passed away in the past month. The president reviewed a list of club members' August birthdays, wedding anniversaries, and club membership anniversaries. Ray Brock's daughter Wendy and her husband Rick AND their Canine Companion trainee were visitors. The Christmas party will be 1:00 pm December 7 at Marina Village the same location and caterer as last year. Ticket prices will be resolved at the next Board of Directors meeting. There is an extensive collection of EFV8 magazines and SD EFV8 club newsletters available. Contact Gary Huckins for more information. September 29th is the SD EFV8 club wife swap event. The Helicopter Museum tour in Ramona is October 11th. Next month's regular club meeting is in the morning at 10:00 am, October 16th. Saturday October 26th is the SD Auto Museum Trunk or Treat event; the museum would really like a good showing from the club.

Vice Presidents report: Today is his and Maureen's 8th anniversary. His latest engine installation was thwarted by a stripped harmonic balancer bolt; repair parts will be arriving tomorrow.

Secretary report: The minutes from the August meeting were published in the Fan. One correction was requested to note that Paula Pifer had HAND surgery. The correction was made after she showed her scar to the Secretary at the breakfast meeting. A motion was made, seconded and approved to accept the corrected minutes.

Treasurer report: The treasurer's report was presented, a motion was made and seconded and it was approved.

Membership: The club has 29 single members and 33 joint members. Ray Brock and Judy Grobbel's picture appeared in the San Diego "Giving Back" magazine in conjunction with the SD Auto Museum's "Gallery of Power of Porsche: Iconic Cars Exhibit."

Accessories: Polo shirts on sale tonight for \$15.

Events: Wreaths Across America is now open for donations. SD EFV8 club gets a rebate on wreaths purchased using the club's ID.

Fan editor report: It's coming along fine.

Car Club Council: Paul has several fliers on the table. Sat December 14th is Wreaths Across America a Miramar National Cemetery. There will be off-site parking and a shuttle bus. Last week only 5 cars came to the El Cajon cruise on the night the club hosted. Next year the club will request only one night rather than two. September 14 last week was Claremont's Greatest Show on Turf; 2 SD EFV8 cars participated out of about 150 total. The \$10 pancake breakfast was excellent. The Wavecrest Woodie show is this Saturday in Encinitas as well as the Broken Yolk show in Santee. September 22 is Cops and Rodders show at the Embarcadero. September 28 is the Ramona Senior Center show. October 5 is Mustangs by the bay.

Historian: Joe substituted for historian Susan Valentino and read an article from the August 1980 Fan about the Garage Pea Soup Tour.

Program: Joe Valentino showed a mid-60's video about the American love affair with the car narrated by Harry Reasoner. Thanks to Dennis and Marueen for refreshments.

50/50 drawing: Maureen won \$60.

Name tag drawing: No winner.

Meeting Adjourned: 08:34 p.m.

Minutes submitted by Brad Nelson.

V8ers on Vacation?...

Last April we left home on a vacation to visit our daughter in Dallas. We love riding high and floating down the highways in Ezmeralda (the coach). The two cats we have ride under the passenger seat, and the dog, well, on mom's lap, the sofa, the lazyboy, or wherever. Zsa Zsa (think Gabour), is a 17 lb., Pomeranian/Chihuahua mix; high energy alpha 3 year old. But she doubles as a quick Fox look.



As we traveled east on I-10 nearing Tucson, AZ., the 5 p.m. rush was apparent but smooth. A boom like the sound barrier being broken was experienced. Not in the sky, but the coach! Lightning fast Bob was nearly on top of the steering wheel trying to keep in our lane and get stopped. We were moving along side a bridge railing, a frightening danger, and watching the up coming shoulder and beyond that. Where to land this 38 foot long, 12 foot high coach on five wheels, and out of traffic if possible!

Well, the explosion was the right front tire blow-out. It

was a bit of a disaster. It blew a panel off the side of the coach, and sprayed diesel fuel down the highway over 300 feet, wiped out the electric step, and did a number on some of the wiring in that area. There we landed, not fully off the highway, but close.

We were trying to contact Good Sam Roadside Service when an Arizona Highway Patrol officer pulled up behind us, lights flashing and traffic slowing a bit. When the officer came to the door, Bob cracked the door open a few inches to speak, but the dog, Zsa Zsa, was swift, strong, and forced herself through the opening. In a flash she was running down side of the road, FREE SPACE, her favorite thing in life - running free! Suddenly she turned toward the highway and ran right into the first lane. The officer quickly stepped to the scene and with trained arm signals began to slow the traffic more. The cars and tractor-trailer rigs screeched to a stop, and the dog continued on 🙄 over the four lanes, turned and trotted back off the highway, caught sight of Robert and went to him without a scratch. What could have been a terrible outcome turned into a miracle!

We were served excellent roadside service and drove on down the road with two new front tires, relief in our hearts, very tired, and needing sleep. The rest of the trip was as expected. Zsa Zsa is back home with her perky nature, pestering the cats and the pool service persons. All is well!

——Bob, Raphael and Zsa Zsa Hargrave





Bake at 325° for 1 hour, 45 minutes. Makes 16 servings at 51¢ each.

VERMONT PUMPKIN WALNUT CHEESECAKE

1 package (6 ounces) zwieback crackers, crushed (1½ cups)	¾ cups firmly packed light brown sugar
¼ cup granulated sugar	5 eggs
6 tablespoons butter, melted	1 can (16 ounces) pumpkin
3 packages (8 ounces each) cream cheese, softened	1½ teaspoons pumpkin pie spice
¾ cup granulated sugar	¼ cup heavy cream
	Walnut Topping (recipe follows)

1. Blend zwieback crumbs, the ¼ cup sugar and the butter in a medium-size bowl. Press firmly over bottom and up side of a lightly buttered 9-inch spring-form pan. Chill.

2. Beat cream cheese in a large bowl with electric mixer at medium speed until smooth. Add sugars gradually, beating until well mixed. Beat in eggs, one at a time, until mixture is light and fluffy. Beat in pumpkin pie spice and heavy cream at low speed. Pour into prepared pan.

3. Bake in a slow oven (325°) for 1 hour and 35 minutes. Remove cake from oven and sprinkle with Walnut Topping; bake an additional 10 minutes. Cool cake on wire rack; refrigerate several hours, or overnight. Garnish with whipped cream and pecans, if you wish.

WALNUT TOPPING: Combine 6 tablespoons softened butter with 1 cup firmly packed light brown sugar in a small bowl; mix well until crumbly. Blend in 1 cup coarsely chopped walnuts.

V8 WOMEN KNOW HOW TO COOK

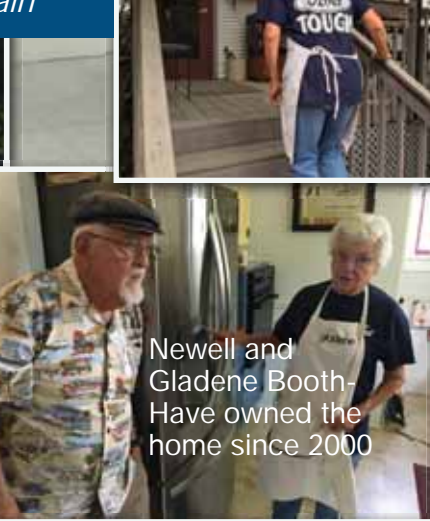




Note. My Woodie made it up the mountain



Here we go...
...waving like celebrities to the excited kids we passed in their front yards. Around the canyon tops and past families out to watch us go by. At the top of the hill we parked at the 100 year old Mansion which had been , dragged 3 miles to the top of this hill in pieces by a 1917 Ford one ton Hauler and then reassembled in 1929 on the 3 acre plot. Behind the house we all sat down to a excellent. Pancake Breakfast. And enjoyed stories about the house.



Newell and Gladene Booth-
Have owned the home since 2000



Pancakes were great



Neighbors waved and smiled

HERE WE COME—just for fun.

So, Bob Arthur, who works for our FAN Printing company, House Of Ideas, and lives nearby, told me about an every so often Tour that happens around his neighborhood. Not a club thing, just some friends with all kinds of old cars that like to drive them around their College area streets.

There are a lot of winding roads that follow the Canyon rims. And plenty of families to notify when the old cars will come by, so they can see the parade with their kids.,





FLATHEAD HEROS

In the early 1900s, horsepower was almost exclusively for the Gatsbys of the world. Ford's flathead V-8, introduced in the depths of the depths of the Great Depression, changed all that. But it needed some help from car obsessives, who went on to invent what we now know as hot-rodding. Learn about them below, then check out Preston Lerner's deep dive on the Flathead and its impact [here](#).—Ed.

While it's not without its flaws, the Ford flathead V-8 marked a significant milestone in the history of American performance. Ford's mass production of the flathead opened up racing to a whole new audience and helped an industry flourish. Ford wasn't alone, however, as the factory-built flathead was just a building block. Several individuals, through their own innovation and business acumen, were able to build flathead V-8s to horsepower levels that pushed boundaries of speed, developed a massive segment of our hobby, and forged long-lasting businesses, many of which are still with us today. Here are five pioneers of the aftermarket that used the flathead V-8 to cement themselves and their companies in American culture.

These Hot Rodders formed the Legend of the Flathead

The impact of Ford's flathead V-8 on the hot rod scene is undeniable. But the individuals that immortalized this engine—and, along the way, laid the foundation for the hot-rod scene—are the real heroes.

—Ed Winfield

1901-1982

Known as "The Father of Hot-Rodding," Winfield got his first job in a blacksmith shop when he was just eight. By the time he was 11, he was stripping down the neighbor's Model T to shed weight and make it faster. Two years later, he was working on carburetors in Harry A. Miller's Los Angeles shop where Barney Oldfield's groundbreaking Golden Submarine race car was being built. With a knack for machinery and an intimate knowledge of engines, Winfield started his own carburetor company in 1919 and began grinding cams the following year. His carburetors were used on eight of the ten Indy 500 winners from 1933-1946, the only exception was Wilbur Shaw, who had won with a Winfield-fed Shaw/

Offenhauser engine in 1937 and switched to Maserati power for his wins in 1939 and 1940.

Winfield did it all, from serving as a riding mechanic and racing at Ascot Speedway to working with major automakers in developing engines. Winfield also helped a young Ed Iskendarian with cylinder head work. He was inducted into the Indianapolis Motor Speedway Hall of Fame in 1983 and the Motorsports Hall of Fame in 2011. *Contd next Page...*





In 1960 I was Float Chairman for Sigma CHI Fraternity.-we built this float, in memory of Charles Lindbergh, the Spirit of St, Louis The plane had a wing span of about 12 feet. It looked like it could fly. So, after the parade we hauled it to the glider strip, took the phony wheels off and put on skids. Tied a rope to it held by two guys in the back seat of my '57 Chevy ragtop. . We dragged the plane 2 times, no flight. On the third drag. I floored the chevy to about 60 and the plane lifted off. She flew three times, each time landing hard with some damage, The third time she went really high, then caught a side gust and went into into a hard dive , braking apart on landing. Cheers all all around. .IT DID FLY!



After I sold my '50 Ford, I bought that' 57 Chevy with the 4 speed on the floor, from my neiborhood pal, Bob, when he moved to Arizona. I paid him \$950. A few months later I took Sandy on our first date. She was so impressed, she married me. Three Years later, now living in LA— we were pregnant, and planning our move to NY for my first Advertising job. Could not afford the Chevy., so I sold it for \$2,000.

After 36 NY years we moved back to Coronado and were rebuilding the house we now live in. Our builder was looking for an old Chevy. So I found this one in TJ- I called the owner and talked with the wife. He did not speak english. But we agreed to meet in TJ. At the border the next morning. I walked across the border after I had been checked for Guns and Drugs and spotted the car in the parking lot. As I walked to the car, I was pretty sure I was being followed. When I got to the car, the guy behind me tapped me on the shoulder and smiled. He couldn't speak english. And I couldn't speak Spanish, so we pointed at things and did sign language, He offered the Key and we went for a ride. The Chevy fired up and ran great, I slipped it into gear and we were off using sign language for conversation. ...

It ran and drove with no problems, so we just had to talk about the price. I parked next to a dusty car — we both got out and I drew an offer on the dusty car. He smiled and changed my offer to his price and we both smiled and shook hands. Deal Done.

We stopped a guy walking by and used him as translater to agree were to meet on the U.S. side the next day. It would be at a Mobile Gas Station just over the boarder at 10 am. I got my builder, Armando Castillo, to drive me down to get the car. He was very impressed with the car. I told him I paid \$20K, and would sell it to him for \$23K. A Bargain. He jumped at the deal and I ended up following HIM home, His daughter was there, she loved the car. Everybody was happy. He still has it , still loves that car and teases me with it





NEVER FORGET THE HEROES

SPECTATOR
BY STEVEN TUTTLE

Every year about this time we remind ourselves of the horrors of September 11, 2001. We'll again see images of the planes hitting the twin towers of the World Trade Center and their subsequent agonizing collapse. We'll also be reminded of the plane tragically slamming into the Pentagon and the lives lost, and saved, when passengers fought back against the hijackers on flight 93.

According to the 9/11 Memorial and Museum, 2,753 people from 58 countries (excluding the hijackers) lost their lives in the attacks on the towers. (Another 184 died in the attack on the Pentagon and 40 more on flight 93.) Among the dead at the World Trade Towers were 343 firefighters, 37 Port Authority Police Officers, and 23 New York

got there." The Coast Guard and local boat pilots organized the effort as best they could as more than 150 civilian boats took turns loading up, dropping off, and returning for trip after trip after trip.

The gold standard for evacuations by sea happened in May of 1940 when 339,000 French and British troops were trapped in the French port of Dunkirk. Over the course of nine days, all were successfully evacuated by hundreds of civilian and military boats.

No one will ever know the exact tally as no one was keeping track, but the Coast Guard estimated as many as 500,000 people were evacuated from Manhattan by boat on 9/11. It was the greatest rescue/evacuation by sea in

WE'RE TOLD TO "NEVER FORGET" THE TRAGEDIES OF 9/11. WE SHOULD NEVER FORGET THE HEROES, EITHER.

City Police Officers. It was the worst day for first responders in U.S. history. And perhaps the best.

When the planes struck, best estimates are that there were between 16,400 and 18,000 people in the World Trade Center towers, though we'll never know the exact number. And somewhere around 13,000 to 15,000 people were successfully evacuated. It's true enough the heroes responding were not responsible for every evacuation, but they helped enough to make this the most successful evacuation from burning buildings ever. Had those first responders not gone in, far fewer would have made it out.

Once people got out of the buildings, a group of unsung heroes, beautifully detailed in an HBO documentary, sprang into action.

Manhattan is an island, and since authorities had no clue if additional attacks might be coming, they quickly decided to close access to all vehicles. Bridges, subways, and tunnels were quickly shut down, and, with Manhattan apparently ground zero for attacks, people were desperate to get off the island.

Water was the only viable escape route, and boats had already begun haphazardly picking up folks. It was not enough. Recognizing the problem and determined to find a solution, Coast Guard Lieutenant Michael Day issued his now famous radio call: "All available boats. This is the United States Coast Guard aboard the pilot boat New York. Anyone wanting to help with the evacuation of lower Manhattan report to Governors Island."

Lt. Day, now Captain Day, had no idea how many, if any, boats would respond, but respond they did. Ferry boats, tourist boats, fishing boats, pleasure boats, party boats, dozens of tugboats, even ski boats and inflatable dinghies. As one boatman put it, "If it floated and they could get there, they

history, and it took a bit less than nine hours in what has become known as the 9/11 Boatlift.

Meanwhile, people in airplanes also found themselves trapped. By 10am, all U.S. airspace was closed to all commercial and general aviation. Planes were instructed to land immediately at the nearest available and capable airport. This was a problem for those on transatlantic flights.

If they were less than halfway, they had to turn around, but if they were more than halfway... enter Gander, Newfoundland, population just over 11,000. Some 38 planes, mostly jumbo jets, with more than 6,500 passengers were diverted to Gander. Passengers were forced to stay in the aircraft for the first 24 hours, and when they finally deplaned they were not allowed to take anything with them.

The 70 percent overnight population increase proved no problem for the good people of Gander, who provided shelter, clothing, food, toiletries, everything for the bewildered passengers (remember there was no proliferation of "smart" phones in 2001, so information was not detailed or instantaneous). For five full days, the people of Gander treated their surprise guests like long lost friends in a remarkable display of decency and kindness.

Heroes can emerge from unlikely places when we need them most. We expect it from our first responders, honor their commitment, and mourn their losses. We likely didn't anticipate the response from New York's sometimes gruff boatmen who dropped everything and willingly and repeatedly motored into that toxic cloud not knowing what they'd find. Not to mention Gander, Newfoundland, pretty much in its entirety, willing to help just because.

We're told to "never forget" the tragedies of 9/11. We should never forget the heroes, either.

We were in London on 9/11 visiting my cousin. While walking along a street we noticed all these people running into a shop to watch a radio. We continued down the block and went in with a crowd to see replays of the two crashes on a TV. My Cousin was a Captain in charge of Navy Security for London. He got very busy. Then reports of the plane diving into the Pentagon and another one crashing on the way to the White House, forced down by a group of Rugby players on board. All described over the phone by other passengers about to die.

We were at my cousin's house when the Towers fell. Along with our hopes for anyone getting out of there alive.

Like millions of travelers, we had to wait 3 days for a flight home. Finally we got through to our kids- who lived in Manhattan and they were OK. I had worked for 25 years in the Midtown area-and had known two of the people that were killed in the towers. We had many NY friends who wanted to help, but weren't allowed to go near the disaster, so they stood along the highway calling 'THANK YOU' to all the Cops and Firemen racing by to get the towers.

There were so many Heroes. People who saved other people lost in the blinding smoke on the streets and also many with boats who rushed to take crowds trapped on the tip of Manhattan, away to safety. The smoke, ash and debris was so thick you could not see your hands in front of your face, and in the years since, many have died from what they breathed in that day.

The new Tower over the quiet Pool is magnificent. It represents thousands of people that did not come home that night...



—Vic Edelbrock Sr.

1913-1962



Already an established mechanic, Vic Edelbrock Sr. designed the Slingshot intake manifold for flathead Ford V-8s in 1938 and tested it on his own 1932 Ford roadster on Southern California's dry lakes. After WWII, Vic moved into a new shop in Hollywood and designed his first cast aluminum cylinder head for flathead V-8s. Also in 1946, Edelbrock created its first catalog of speed parts, and soon its products were found on cars competing in virtually every form of racing, whether it was on the 1/4-mile, on

circle tracks, or America's dry lakes. His son, Vic Jr., took over the business after his passing and expanded the business to include fuel injection and superchargers. Vic Jr. passed away in 2017, but the company continues to make performance parts. To this day, the company makes Victor and Victor Jr. cylinder heads and intake manifolds that keep their legacy alive 917-2013

Stu Hilborn



1917-2013 Born in Canada, Hilborn came to southern California in time to graduate high school and attend junior college in Los Angeles before enlisting in the Army Air Corps (you're going to notice a trend here). While working on aircraft, Hilborn began scheming up a new way to feed fuel to engines, and once he was back in Southern California, he built a dry lakes racer that would prove his constant-flow fuel injection could compete and win against carburetors. The sleek racer was the first to eclipse 150 mph on the dry lakes and graced the fourth cover of Hot Rod magazine in April, 1948. Hilborn continued to modify and improve his fuel injection design, and in 1952 Bill Vukovich drove the Fuel Injection Special in the Indy 500, where he led 150 laps and was just nine laps from the finish when a steering issue

sidelined the car. That was tough luck for Vukovich, but 22-year-old Troy Ruttman passed him and took the win. Rutman, like Vukovich, was running Hilborn fuel injection, as were the remaining drivers on the podium. You can think of Hilborn's mechanical fuel injection taking over for Winfield's carburetors, as the individual throttle body system became the induction of choice for America's top racers, dominating the Indy 500 for decades, claiming 34 victories along the way. Hilborn stacks appeared on road racers of all kinds, and the company's two-port units could be found atop supercharged drag cars as well, but it all started with the dry lakes flathead.

Alex Xydias

1922-2024

Alex Xydias passed away earlier this year at the age of 102, leaving behind an impressive legacy of business achievement and generosity. His name is synonymous with the So-Cal Speed Shop, the Burbank

speed equipment emporium he founded after leaving the Army Air Corps in 1946. The most famous product of that enterprise is the iconic belly tank lakester that graced the January 1949 cover of Hot Rod magazine after it ran using Ford V-8-60 power. The So-Cal Speed Shop followed on the success of the lakester with a sleek streamliner that would go on to be powered by a Mercury flathead that would push the car to 210.8962mph,

the fastest time of Speed Week 1950, earning Xydias back-to-back spots on the coveted Hot Rod trophy, and the first in excess of 200mph.



NEXT TOUR

Ray Brock Helicopter Tour

Oct 11, 2024

CLASSIC ROTORS

2690 Montecito Road, Ramona,
Ca 92065

PH 858-213-8423

Chip or Mark Dicio



Meet at (closed) Macy's parking lot in Mission Valley
9:15 am Friday, October 11, 2024

Leave Mission Valley 9:30 and proceed to Qualcomm Way/Texas St.
Cross over the freeway to the right lane on ramp to 8 East

Take 8 East to 67 North in El Cajon

We will be passing Poway Rd. About 10:00 if anyone wants to join us there

Take 67 North to Montecito Rd. (3rd stoplight entering Ramona)

Go left onto Montecito Rd. To 2960 at Ramona Airport

Ring bell to enter airport area

Classic Rotors Straight ahead

Park outside the fence 90 degrees to the fence

Leave airport area approximately 12pm

Proceed back on Montecito Rd to 67

Go left onto 67 into Ramona

Proceed to **Kountry Kitchen at 826 Main St. for lunch. Ph 760-789-3200**

Parking in back

Home